

Message

---

**From:** Bill Quinn [billq@cceeb.org]  
**Sent:** 5/31/2017 10:25:04 PM  
**To:** Pruitt, Scott [Pruitt.Scott@epa.gov]  
**CC:** Strauss, Alexis [Strauss.Alexis@epa.gov]; Zimpfer, Amy [Zimpfer.Amy@epa.gov]; Adams, Elizabeth [Adams.Elizabeth@epa.gov]; Mary Nichols [mnichols@arb.ca.gov]; rcorey@arb.ca.gov; Wayne Nastri [wnastri@aqmd.gov]; Jill Whynot [JWhynot@aqmd.gov]; Philip Fine [pfine@aqmd.gov]; Jerry Secundy [jerrys@cceeb.org]; Janet Whittick [janetw@cceeb.org]  
**Subject:** Protecting Critical Grant Programs and Support for the California Waiver  
**Attachments:** 2017.05.30PruittCCEEB.pdf

Good Afternoon Administrator Pruitt,

Please find attached a letter from Gerald Secundy, President of the California Council for Environmental and Economic Balance (CCEEB), in support of protecting critical grant programs and support for the California Waiver.

Should you or your staff have any questions, please contact Jerry Secundy or me at Ex. 6 Personal Privacy (PP)

Thank you.

Bill Quinn

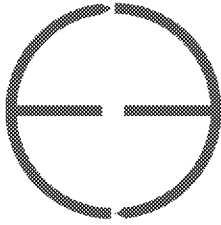
---

**Bill Quinn**  
**CCEEB**

101 Mission Street, Suite 1440  
San Francisco, CA 94105

Ex. 6 Personal Privacy (PP)

This email contains information from CCEEB, which may be confidential or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you are not the intended recipient, please contact the sender and delete all copies.



California Council for Environmental and Economic Balance

101 Mission Street, Suite 1440, San Francisco, California 94105  
415-512-7890 phone, 415-512-7897 fax, [www.cceeb.org](http://www.cceeb.org)

May 31, 2017

The Honorable Scott Pruitt  
Administrator  
U.S. Environmental Protection Agency  
William Jefferson Clinton Building  
1200 Pennsylvania Avenue, N.W.  
Washington, DC 20460

RE: Protecting Critical Grant Programs and Support for the California Waiver

Dear Administrator Pruitt:

On behalf of the members of the California Council for Environmental and Economic Balance ("CCEEB"), we write to you to urge you to protect the critical grant programs necessary to achieve clean air and protect public health as envisioned by the State Implementation Plan ("SIP"). CCEEB is a non-profit and non-partisan coalition of business, labor, and public leaders that advances balanced policies for a strong economy and a healthy environment. Many of our members live and operate businesses in Southern California, working in a broad range of sectors including oil refineries, power generation, public and private utilities, telecommunications, railroads, entertainment, aerospace and automobile manufacturers.

As you may know, the South Coast Air Basin has the worst air quality in the nation. While regional businesses have made significant and sustained investments in reducing air emissions over the last 20 years--and comply with the most stringent regulations in the nation--more reductions are needed. California's SIP, recently adopted by the state Air Resources Board and including the South Coast Air Quality Management Plan, was designed to continue the steep reductions in air pollution from all sources.

A vital area of concern lies with heavy-duty diesel trucks. Since 2005, emissions from diesel engines in the South Coast have been reduced by over 80%, and current EPA and CARB regulations will continue to decrease emissions from trucks, ships and locomotives. However, more is needed to reach attainment of the National Ambient Air Quality Standards. Mobile sources account for more than 88% of NOx emissions in the Basin, with heavy-duty trucks as the single largest emissions contributor. These vehicles also produce significant amounts of PM2.5, and air toxics. Considering projected

population and trade growth, including goods movement associated with the Ports of Los Angeles and Long Beach, which is vital to the national economy, emissions from this source category will increase and prevent the region from achieving federal air quality standards. For this reason, we ask for your support in protecting critical incentive programs that address these sources, including the Diesel Emission Reduction Act ("DERA"), Clean Air Act Section 103 & 105 funding programs, and the Targeted Air Shed Grant program. These programs help accelerate the development of new technology and incentivize the early investment in cleaner engines, while allowing economic growth and ensuring the availability of transportation services on which our members rely.

In addition, CCEEB supports the continuation of the California Waiver. California was given this authority when the original Clean Air Act was written in 1963. It has been a very successful provision of the Clean Air Act, paving the way for such technological advances as reformulated gasoline, low sulfur diesel, and catalytic converters. If the California Waiver is revoked, the State will need to further regulate stationary sources, squeezing the local economy even further, but without offering a clear path to attainment.

Improving air quality while protecting jobs are critical issues for all of us. We hope you concur.

Thank you for considering our views.

Sincerely,

A handwritten signature in black ink, reading "Gerald D. Secundy". The signature is fluid and cursive, with the first name "Gerald" being the most prominent.

Gerald D. Secundy  
President

cc: Ms. Alexis Strauss, EPA Region 9  
Ms. Amy Zimpfer, EPA Region 9  
Ms. Elizabeth Adams, EPA Region 9  
Ms. Mary Nichols, California Air Resources Board  
Mr. Richard Corey, California Air Resources Board  
Mr. Wayne Nastri, South Coast Air Quality Management District  
Ms. Jill Whynot, South Coast Air Quality Management District  
Dr. Philip Fine, South Coast Air Quality Management District  
Mr. William Quinn, CCEEB  
Ms. Janet Whittick, CCEEB